

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

October 1984

PRIMARY AIRCRAFT PETITION PRESENTED TO FAA

A more affordable, basic recreational aircraft got closer to reality when the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) formally presented to the Federal Aviation Administration a petition which would create a new category of aircraft.

The new category, termed "primary aircraft," would amend the Federal Aviation Regulations to permit the certification, operation and maintenance of primary aircraft within the standard airworthiness certification and would provide for the issuance of a new experimental certificate known as "personal use." AOPA President John L. Baker hailed the petition as a major step towards insuring the health and vitality of general aviation. "Without affordable, basic recreational and trainer aircraft at the low end of the aviation marketplace, the future of all aviation is in jeopardy," said Baker.

Representatives of AOPA and EAA presented FAA Administrator Donald D. Engen with the petition, which was entered into the docket on August 30. Administrator Engen again voiced his support for the primary aircraft concept and assured AOPA and EAA that the petition would receive all due attention within the agency.

The primary aircraft is defined as an aircraft with a single engine of not more than 200 hp which would seat not more than four occupants. Owners would be able to perform some special maintenance tasks and

inspections, and the carriage of passengers or property for compensation would be prohibited.

John J. Sheehan, AOPA Vice President for Aviation Policy, said that the \$2 million to \$5 million current certification costs for new, light planes could be cut significantly. "This is good news for manufacturers and innovators who would like to build such aircraft but can't afford the immense costs of certification," said Sheehan, who also noted that neither Piper nor Beech currently is building two-seat training aircraft and that the cost of Cessna's two-seat 152 is about \$40,000. "We are hoping that aircraft built under the primary category will cost around \$15,000 to \$20,000. That price, combined with more affordable maintenance costs, makes the primary aircraft a much-needed addition to the sagging general aviation marketplace," said Sheehan.

In the works for nearly two years, the primary aircraft petition may take another year or more going through FAA processes before it becomes a new rule. Meanwhile, general aviation aircraft sales continue to plummet as prices go up commensurate with the escalating costs of labor, product liability, and insurance. In 1983, 1,811 single-engine aircraft were delivered—down from 14,398 in 1978. Says AOPA President Baker, "If general aviation is to grow and prosper, affordable light planes are essential. Getting children off the airport fences and into the pilot's seat is the future of aviation, and this simply won't happen if the price continues to be prohibitive."

(Copies of the primary aircraft petition are available by calling AOPA's Office of News and Public Affairs at 421 Aviation Way, Frederick, MD 21701, phone 301-695-2150.)



Vern Moody, Cathy Hoyrup, and Dave Kneedler of the Aeronautics staff pose in front of the line of Air Force Thunderbirds at the Helena Air Show. (More photos on page 4.)

Administrator's Column

Mountain Search Pilot Clinic. We conducted our annual Mountain Search Pilot Clinic, which was headquartered at the Kalispell City Airport, on September 14, 15 and 16. For the first time in several years we were blessed with beautiful weather the entire three days which kept spirits high and allowed the program to proceed without a hitch. The Friday evening ground school program featured renowned mountain pilot and author Sparky Imeson, whose presentation covered many selected topics associated with mountain flying and weather often encountered during air searches. Dual flight instruction was given in the mountains east of Kalispell in the Great Bear and Bob Marshall Wilderness areas. Flight instructors highly skilled and experienced in mountain flying are carefully selected for this program. The CFIs are Mike Strand, Kalispell; Fritz Lueneburg, Columbus; Chet Severson, Kalispell; Bill Tubbs, Hamilton; Rob Bitney, Kalispell; Mark Clark, Polson; and Fred Hasskamp, Montana Aeronautics Division. Skip Stoffel, well-known authority in survival and emergency preparedness, taught a "hands-on" course in general aviation aircraft accident survival at a remote area near a mountain airstrip. In addition, Skip gave a ground school presentation on emergency landings during the Saturday night program. Speed Normand of Lake Oswego, Oregon, assisted by Major Fred Stovel of the 304th Air Rescue Squadron, Portland, Oregon, and Will Mavis, manager of the Helena Control Tower, provided instruction in ELT homing through classroom as well as field instruction and airborne training. Our primary purpose in offering this clinic is to further train and qualify mountain pilots in the techniques of mountain air search. The mission of the mountain search pilot is to be able to fly search missions in the mountainous terrain so as to place their observers in the best possible visual scanning position while at the same time maintaining the highest degree of safety. There has never been an accident involved in an air search being conducted under the jurisdiction of the Montana Aeronautics Division, and we feel that training such as this is essential and may help give us the edge in keeping this good safety record.

Flying Farmers. I attended the Montana Flying Farmers annual convention held in Glasgow October 5-7. Many interesting and educational programs were presented. The weather was beautiful, and International Flying Farmer members from several other states as well as three Canadian provinces were in attendance. The highlight of the convention for me was the election of new officers which resulted in a first for the Montana chapter when Leona Strouf, Moccasin, was elected and installed as the first woman president. Other new officers are Al Flikkema, Bozeman, Vice President; Gary Nelson, Moore, Secretary-Treasurer; Jim and Marilyn Lewis, Helena, Newsletter. Ken Bogar, Laurel, was elected Man of the Year and Marilyn Lewis, Helena, was elected Woman of the Year. Meredith Kummerfeldt, Nashua, was inaugurated as 1984-85 Queen during ceremonies after the Saturday evening banquet. Our next *Montana and the Sky* publication will cover more on the convention.



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99s Attend Alaska Convention

By: Loretta Chapman, Montana 99s

Two Montana 99s were among more than 800 from throughout the world who attended the International Convention of the 99s in Anchorage, Alaska, August 6-10.

The Convention was hosted by the Northwest Section chapters, which held a section meeting in Homer, Alaska, prior to the Anchorage convention. Long-time 99 Vivienne Schrank, Jordan, and Loretta Chapman, Gardiner, (who has been a member not quite a year) were the two from Montana lucky enough to be able to participate in both events.

The week-long meeting was filled with exciting seminars such as glacier flying and beach landings, survival seminars, float flying, and careers. Side trips to "out-of-the-way" Alaska places and river trips were available. Some of the interesting highlights included astronaut Dr. Bonnie Dunbar who was the main banquet speaker, the two 99s from Finland who flew their single engine plane to Anchorage, and Pearl Laska, pioneer Alaska flyer and speaker at both the convention and the Northwest Section meeting.

Merrill Field in downtown Anchorage reserved a special parking area for 99s flying in, and there must have been between 60 and 80 planes tied down. Chapman and her 49½, Bill, noted that their newly rebuilt red 1947 Stinson was the only tail-dragger in the lineup and the oldest plane by many years.

Forty-six states and eight foreign countries were represented at the convention. Many of the women have had long careers in aviation, and there were wonderful stories shared and new friendships formed along with a sharing of knowledge and ideas.

The Northwest Section meeting at Homer, on the Kenai Peninsula, was a real treat for a first-timer. The planning and arrangements were flawless. Meetings, seminar, favors, prizes, parties, new friends, CFI,



Vivienne Schrank at the 99s banquet during the convention in Alaska.

private pilots, whirly girls, section governors, international presidents, candidates—all wonderful! The big highlight was a two-hour charter boat ride across Kachemach Bay to the little fishing village of Seldovia for a fish bake on the outer beach, including fresh halibut, salmon, and all the crab one could possibly eat.

This Alaska meeting speaks to Montana's women pilots and those who should be. The 99s support aeronautical science, education, scientific activities, precision flying, airmarking, fun—lots of fun, and a wonderful support system for our sister flyers and students pursuing their licenses.

CALENDAR

Oct. 24-26 - MAMA Meeting, Kalispell.

Oct. 24-27 - AOPA Convention & Industry Exhibit, Nashville, Tenn.

Dec. 13-14 - Aeronautics Board Meeting, Helena.

Jan. 23-26 - MATA Convention, Great Falls.

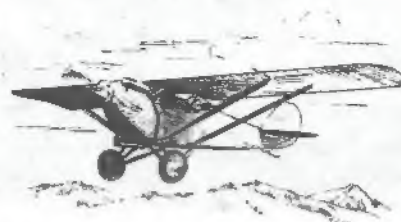
March 6-9 - Statewide Aviation Conference.

March 6-9 - Aviation Mechanics Seminar.

March 22-24 - Flight Instructor Refresher Clinic, Helena.

ATIS Now At Missoula

Automatic Terminal Information Service (ATIS) is now available at Missoula's Johnson-Bell Field on 126.25 Mhz. Pilots approaching or departing Missoula are requested to monitor ATIS before contacting ground control or the tower.



MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

HELENA HOSTS THUNDERBIRDS



A Thunderbird is dwarfed under the wing of a C-141, which flew as a support plane for the Thunderbirds.



Ruth Anderson of the Aeronautics Staff wanted a ride in the miniature Thunderbird, but the engine died and she only got to sit in it.



World's largest airplane, the C-5A holds "open house" for crowds of people. The huge ship can carry a crew of from 4 to 21 with an additional 70-75 passengers in addition to its huge cargo capabilities.



Canada's contribution was this Tudor, the same type of plane flown by their precision team, the Snowbirds.



A Warthog shares ramp space with a T-38 jet trainer.



The C-5A leaves Helena the day after the air show.

Search Clinic Held In Kalispell

The Montana Aeronautics Division sponsored its sixth Mountain Search Pilot Clinic in Kalispell September 14-16.

Thirty Montana pilots who had volunteered for mountain search were selected to participate.

The Clinic began with a Friday evening ground school session to which the general public was invited. There was also a Saturday evening session. Days were filled with ELT homing sessions and survival training at the Spotted Bear airstrip, plus dual flight training on mountain search techniques.

Training sessions were conducted by Major Dale Kissinger, Scott Air Force Base Rescue Coordination Center; Sparky Imeson, who presented an interesting and informative mountain flying program; and Skip Stoffel, Emergency Response Institute, survival training. ELT homing instruction was provided by "Speed" Normand of Lake Oswego, Oregon; Will Mavis, Helena; and Major Fred Stovel of the 304th Rescue Squadron from Portland, Oregon. Flight instructors



Participants give their undivided attention to instruction during an evening ground school session.



A special plaque of appreciation is presented to Sparky Imeson (center) in recognition of his significant contributions in fostering aviation safety in Montana. The presentation is made by Mike Ferguson, (left) Aeronautics administrator, and Mike Strand, member of the Montana Aeronautics Board.



Major Fred Stovel (left) and "Speed" Normand worked with Will Mavis in ELT homing instruction.

included Fritz Lueneburg, Chet Severson, Mike Strand, Bill Tubbs, Rod Bitney, Mark Clark, and Fred Hasskamp.

Pilots eligible for participation in the Mountain Search Pilot Clinic are those who have indicated at the time of pilot registration that they wish to serve as volunteer mountain search pilots. Applications are mailed during August to those who so indicate and thirty are selected from those applying.



Major Dale Kissinger explains to the group the workings of the Scott Air Force Base Rescue Coordination Center.

Think Of Turf Runways In The Fall



By: Vern Moody, Aviation Representative

(The following was printed in an issue of *Montana and the Sky* several years ago—but we thought it would bear repeating.)

I'm sure that each of you with a turf runway has a method of maintaining it that you have been using for years; and if it's been successful, you aren't going to change. Maybe, though, there are some ideas in the following which you could incorporate into your current operation.

The first prerequisite in maintaining a turf runway is to establish a good turf. There are many different types and combinations of grass seeds. The old standby seems to be crested wheat grass, fairway strain. To really find out the type of grass seed or kinds of grasses that will be best in your area, you should contact the county extension agent.

Once you have determined the best blend of grass seed for the types of soil for your particular area, you will be in business to start maintaining your turf runways. Mother Nature does her seeding in October, and fall is a good time. Even existing strips need to be reseeded on a regular basis.

There are probably several different methods of maintaining turf runways, but I think the most com-

mon is to put a roller on the runway two or three times in the early spring when your moisture condition is just right. Not only does the rolling break down the clumps of grass, but it also pushes down the larger rocks that have worked out through frost heave.

Many times runways are so rough that rolling doesn't really help them. In this case, we have to turn to something more constructive than a roller. On many of the state owned airports, we have used a motor patrol and tight bladed the runway. We have found this to be very effective.

Again, tight blading is the same as rolling in that the moisture condition of the soil is a very important factor. If it's too wet when you tight blade, you will roll the grass roots right out of the ground. Soil conditions have to be fairly dry so that you cut dead grass and the clumps off, leaving the roots underground. By being very careful, we found that we had very little loss of turf.

Another method of tight blading is to do it in the winter with a snow plow. The maintenance personnel from the Helena airport have been using this method on the Augusta Airport over the past few years, and it has proven to be very satisfactory. They remove the skid shoes from the snow plow and lay the blade right on the ground when it's frozen. This way it not only cuts off the clumps, but removes the majority of the larger rocks, pushing them off to the side. When you come back in the spring, with a good moisture condition you can put a roller on it. This will press the rocks back into the ground and you retard any clumping conditions.

These are also good methods for maintaining the shoulders of paved runways.

Let us know if you have questions or problems with which we can help.



Ultralight Publications Offered

The AOPA Air Safety Foundation has rounded out the framework of its FAA mandate to promote self-regulation and informational services to the ultralight community with publications of the *Ultralight Safety Report* and the *Ultralight Information Manual*.

The *Ultralight Information Manual* is aimed at all ultralight pilots and owners from beginner to professional, including the latest information on the AOPA ASF's ultralight safety programs as well as FAA policies and rules on the sport, especially Federal Aviation Regulation (FAR) Part 103.

The manual will aid AOPA ASF Registered Ultralight Pilot Examiners in administering Foundation ultralight pilot and vehicle registration programs and serve as a general ultralight reference source as well.

The *Ultralight Information Manual* is available for \$9.95 (plus \$1.50 postage and handling) from the AOPA ASF, 421 Aviation Way, Frederick, Maryland 21701.

The *Ultralight Safety Report* represents the final element of the Foundation's commitment to provide ultralight self-regulation programs according to the FAA's desire that the industry develop its own safety programs. The Foundation earlier instituted ultralight airman and vehicle registration programs which are approved by the FAA.

The safety report is an analysis of accident/incident report forms submitted to the Foundation as part of a voluntary reporting program. The accident/incident data is combined with Foundation airman and vehicle registration data to uncover factors relating to ultralight safety.

The *Ultralight Safety Report* is available free from the AOPA Air Safety Foundation at the above address.

Review Winter Flight Operations

By: Fred Hasskamp, Chief Safety and Educational Bureau

Poor weather conditions, fast moving fronts, strong and gusty winds, cold temperatures and snow are in the not-far-distant future as winter approaches.

This is a good time to review and refresh our memories in regard to winter flying. While not particularly hazardous, winter flight operations require the pilot to be alert for safety hazards that are not present during warm weather.

Thorough flight planning causes the pilot to consider many factors necessary to insure a safe and pleasant flight. Shorter days may make night currency a necessity. Consider snow packed and icy runways—what runways may be closed because of snow at home or destination? What about the cross wind—how much cross wind can YOU handle while operating off an icy runway? How high are the snowbanks along runways and taxiways? Imagine what taxiing through water can do to wheels, brakes, and even controls during freezing temperature conditions.

We all know the effect of frost and ice on wings and control surfaces—or do we? How much frost can we have on the aircraft and still fly safely? These are all conditions that require good judgment and experience. It has been said experience comes from bad judgment, so particularly in aviation we learn from the experience of others.

Now that we've had a chance to think about safe pilot operations, let's look at the aircraft. Install winterization kit (per owner's manual instructions), conduct a thorough inspection of the heating system to guard against carbon monoxide, use proper viscosity oil in the engine, keep the battery fully charged and the terminals clean. Many owners remove wheel pants to preclude ice, snow, or mud from freezing wheels and brakes.

Difficult as it may be out in the wind and cold, a thorough preflight inspection of your aircraft is critical to insure freedom from ice and snow in the engine air intake, on wings and control surfaces. Ice and snow must be removed to insure full movement of control surfaces.

Better aircraft performance is an advantage of winter flying, and stable winter air means smooth flight conditions. But being alert to the tricks of old man winter will mean safe and pleasant flying.

FAA Issues Certificates

PRIVATE

Mark Hamill	Kalispell
James Davidson	Libby
Rene Marand	Kalispell
Harold Frary	Kalispell
Robert Buzzard	Kalispell
James Kelley	Kalispell
William Stetzner	Helena
Bradley Talcott	Great Falls
Edward Bandel	Floweree
James Hutchinson	Great Falls
Hugh Wilkins	Great Falls
Lynne Bohmker	Great Falls
William Bourret	Great Falls
Robert Taylor	Great Falls
Robert Berndt	Bozeman
James Keil	East Helena
Thomas Lanning	Clancy
Joseph Spieker	Helena
Edward Beveridge	Helena
Marie Charles	Hamilton
Terry Burkholder	Missoula
Ralph Anderson	Ronan
Steven Hackley	Frenchtown
Michael Mosley	Missoula
Gary Mitchell	Lolo
Coral Davis	Charlo
William Beck	Poplar
Loy Olsen	Missoula
Shawn Slack	Kalispell
Jack Feddes	White Sulphur Springs
Jennie Wellborn	Dillon
James Stuart	Anaconda
Mark Tomicich	Billings
Lynette Wolenetz	Baker
Daryl Schultz	Glasgow
Peggy Lane	Glasgow
Greg Spinler	Hingham

John Clifford	Forsyth
Rodney Putnam	Billings
Jack Kenyon	Billings
Edward Connors	Billings
David King	Billings

COMMERCIAL

Brian Schumacher	Black Eagle
Gordon McFeters	Bozeman
(Glider-Tow Only)	
Dennis Hoeger	Bozeman
(Glider-Tow Only)	
Samuel Stewart	Oilmont
Kirk Hohenberger	Billings

INSTRUMENT

Brian Bross	Billings
Donald Whaley	Kalispell
Joseph Scott	Great Falls
Harold Blomstrom	Butte
Willis Stelter	Helena

ATP

William Martin	Billings
James Stoltz	Billings

MULTI-ENGINE

Marvin Waples	East Helena
Mark Nobles	Billings
Thelma Bullinger	Billings
Gordon Flint	Cut Bank
Bernard Gregoire	Great Falls
Gregory Murray	Helena

INSTRUCTOR

Kirk Hohenberger	Billings
Leslie Popowski	Missoula
(Ground)	

Dale Klugman	Helena
Eric Finke	Helena
(Advanced Ground)	

INSTRUCTOR RENEWAL

Kyron Hall	Great Falls
Rodney Bitney	Kalispell
James Lowe	Great Falls
Marvin Tubbs	Billings
Douglas Rotondi	Butte
Harold Falconer	Miles City
Merton Myhre	Sidney
Randal Popiel	Billings
Vernon Schindele	Lewiston
Christopher Kolstad	Billings
Joseph Brand	Great Falls

WINGS

Phase I

Martin Elshire	Cascade
Bob Eustance	Fairfield
Audrey Eustance	Fairfield

Phase II

Bailey Egan	Forsyth
Anita Giroux	Billings

Avgas Tax Collection Method Changing

As the result of a tax law change, effective October 1 FBOs will purchase avgas without paying "up front" the 9 cents a gallon manufacturers tax. This change does not affect the total amount of tax, which remains at 12 cents a gallon, but simplifies the method of collecting the tax.

Under the change, FBOs will exempt themselves from paying the 9 cents a gallon manufacturers or wholesale tax when purchasing avgas from their supplier and then collect the 9 cent tax at the retail level (in addition to the 3 cents a gallon retail tax).

Although this change requires FBOs to collect the entire 12 cents

tax at the retail level, the 9 cent and 3 cent tax are considered separate in the tax code. There have been numerous questions on whether air taxis can exempt themselves from paying the entire 12 cents a gallon at the retail level.

Air taxis over 6,000 lbs. GTW must collect the 8% carriage of persons (ticket) tax and/or the 5% cargo way bill tax, but are then exempt from paying the tax on aviation fuels (12 cents on avgas, 14 cents on jet fuel). Currently, these air taxis can exempt themselves from paying the 3 cents a gallon retail tax when purchasing avgas from FBOs and then request a refund for the 9 cents a gallon manufacturers or wholesalers tax at the end of each year.

According to an IRS ruling, registered exempt air taxis must pay FBOs the 9 cents a gallon portion of the 12 cent avgas tax. However, qualified air taxi companies can continue exempting themselves from paying the 3 cents a gallon retail portion of the tax. In effect, then, exempt customers will be handled in the same way as they are currently handled.

The National Air Transportation Association is the national representative for air taxis and FBOs. For more information contact NATA at 703-845-9000.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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